FOREWORD

Welcome to the Royal Enfield family.

Royal Enfield motorcycles are being manufactured by us since 1955 with state of the art technology, while taking care to maintain the traditional Classic looks.

The motorcycle that you have just bought, confirms to United States Environment Protection Agency laws, Federal Motor Vehicle Safety Standards and California Air Resources Board regulations. (Applicable only for motorcycles sold within the state of California.)

This Owner's manual will help you to acquaint with the important aspects of operation, care and minor maintenance of your new Royal Enfield motorcycle. We recommend that you read this manual carefully, before using the motorcycle which will help you to maintain your motorcycle in top riding condition. Major repairs are detailed in the Royal Enfield service manual. Such major repairs require the attention of a skilled technician and use of special tools and techniques. Your Royal Enfield dealer has the facilities, experience and genuine Royal Enfield spare parts necessary to render those valuable services in a correct procedure.

We have also provided several vital safety information for the rider and for the care and safety of the motorcycle. Please read and follow these carefully for safe riding and for maximum riding pleasure. Please ride cautiously, safely and within the law. Always wear a helmet, good riding goggles and proper riding clothes while riding the motorcycle. Please insist and ensure that your pillion rider also follows these guidelines while riding with you.

Log on to the exciting world of Royal Enfield web site: www.royalenfield.com to get to know more about us and exciting news from time to time.

We wish you many years of riding pleasure with your Royal Enfield motorcycle.

NOTICE

Because of continuous improvements in the product and changes that may occur in the manufacturing process, subsequent to printing of this manual, it is possible some instructions, illustrations, pictures or designs found within this manual may differ from those actually in the motorcycle. However the technical information found within this manual was correct at the time it was approved for printing.

Royal Enfield team

Chennai, India.

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Part No. 581672/a / Qty. 350 / Aug '12

REPORTING SAFETY DEFECTS

If you believe your motorcycle has a defect which could cause a crash and result in serious injury or loss of life, you should immediately contact the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Classic Motor works, 1405 Cannon Circle Suite 12, Faribault, MN 55021. Toll Free: 1 800 201 7472

If NHTSA receives similar complaints, it may open an investigation and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in any individual problems between you, and your dealer or Classic Motor works.

To contact NHTSA you may call the Auto Safety Hotline toll-free within the United States on 1-800-424-9393 or write to: NHTSA, 400 Seventh Street SW, Washington, DC 20590. You can also obtain other information about motor vehicle safety from the hotline.

IMPORTANT

United States Environment Protection laws, Federal Motor Vehicle Safety Standards and California Air Resources Board (Applicable only for motorcycles sold within the state of California.) strictly prohibits tampering with the Exhaust Emission Control, Noise Control and Evaporative Emission Control systems:

We would like to emphasize that any repairs to the induction, emission, exhaust and evaporative systems must be performed only by an Authorized Royal Enfield Dealer so that the motorcycle confirms to the United States Environment Protection laws, Federal Motor Vehicle Safety Standards and California Air Resources Board regulation (Applicable only for motorcycles sold within the state of California.)

It is the responsibility of the Owner / User of the motorcycle to read this manual carefully and to comply with the safety guidelines, operating instructions, and periodical maintenance instructions given here. Keep this manual in a convenient place for easy reference. DO NOT use the motorcycle until you have become familiar with this motorcycle and after reading and understanding this manual completely. In case you need any further clarifications, please contact an Authorized Royal Enfield Dealer, nearest to you, for assistance.

If your motorcycle is being used by a friend, relative, or any other person, it is your responsibility to make certain that they have completely understood the operating procedures of the motorcycle, and the contents in this manual with particular reference to the safety aspects, before riding your motorcycle.

This motorcycle is designed for NORMAL ON ROAD USE ONLY. Operation in off-road usage in some areas may be illegal and could be dangerous. Please obey local laws and regulations.

In the event of your motorcycle being sold to another person, it is your responsibility to hand over this manual along with the motorcycle to the new owner.

SAFETY DEFINITIONS

Statements in this manual preceded by the following words are of special significance:

WARNING

Indicates a potentially hazardous situation, which if not avoided, could result in an accident causing serious injury or loss of life.

CAUTION

Caution with the safety alert symbol, indicates a potentially hazardous situation, which if not avoided, may result in minor or moderate injury leading to disability.

Caution

Caution without the safety alert symbol indicates a potentially hazardous situation, which if not avoided, may result in damage to the motorcycle and its rider, property etc.

All images in this manual are only for reference and to explain the relevance. They may not be exactly the same in the motorcycle you own. Technical specifications are subject to change without prior notice.

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PERSONAL & MOTORCYCLE INFORMATION

Name			
Door No./ Street			
Locality			
City		Country	
Contact	Res :	Off :	
	Mobile :	Email :	
Licence No.		Valid till :	
Model		Color :	
Engine No.			
VIN. No.			
Tyre make	Front :	Rear :	
Number			
Battery make		Battery No.	
Sold by			
Date of Sale			

Royal Enfield motorcycles are designed to serve as a means of personal transport, and for on-road use only. It is not meant to be used as an off-road motorcycle.

WARNING

Using the motorcycle for Off-road purposes could lead to loss of control which could result in an accident causing serious injury or loss of life.

Before operating your new motorcycle, it is your responsibility to carefully read and follow the operating and maintenance instructions detailed in this manual for your own safety, your motorcycle and that of others

Before starting the motorcycle, check for proper operation of brakes, clutch, gear shift, electrical components, handle bar controls, tire pressures, fuel and oil levels.

Know and respect the rules of the road. Be a safe rider for your own safety and for other road users.

Fuel / Refueling

Royal Enfield motorcycles are designed to perform best with unleaded gasoline only. Use a good quality unleaded gasoline of 87 RON or higher. If 'knocking' or 'pinging' occurs at a steady engine speed under normal load, use a different brand of gasoline or gasoline which has a higher octane rating.

WARNING

Do not use leaded gasoline in this motorcycle. It will cause serious damage to the internals of the engine, exhaust emission system and the motorcycle will not meet the emission norms. Using leaded gasoline will also render the warranty void.

It is illegal to use leaded gasoline as it is known to cause serious health problems

Fuels containing methanol should not be used as it can cause damage to the fuel system components

WARNING

Gasoline is extremely flammable and highly explosive under certain conditions. Any fuel leak, spillage, or negligence of adhere to safety norms may lead to a fire hazard or explosion, which could cause damage to property, injury to persons or loss of life. When refueling your motorcycle, please exercise utmost caution and carefully observe the following rules:

- Turn the ignition switch to the 'OFF' position
- Open the fuel filler cap slowly. This will help to release any pressure that may have built up in the fuel tank.
- **DO NOT** smoke and please ensure that there are no open flames or sparks near the motorcycle, when refueling OR servicing the fuel system.
- Refuel in a well ventilated area.
- **DO NOT** use a mobile telephone. Switch OFF mobile telephones and any other electrical and electronic devices including any appliances with a pilot light.
- **DO NOT** fill the fuel tank to its brim. Please fill fuel only till the bottom of the filler neck insert so as to leave air space for fuel expansion, inside the fuel tank. Overfilling the tank can lead to fuel spillage.
- Avoid filling the tank in rainy or dusty conditions where airborne material can contaminate the fuel. Contaminated fuel may cause damage to fuel system components.
- After refueling, please ensure the fuel filler cap is closed firmly and correctly.

WARNING

Fuel spilled on the floor or on motorcycle tires will reduce the tire's ability to grip the road. This can result in dangerous riding condition, potentially causing loss of control and could result in an accident If fuel is spilled, thoroughly clean up the spillage immediately. Take care not to spill any fuel on the engine, exhaust pipes, rubber parts or any other part of the motorcycle.

Do not store motorcycle with gasoline in the tank, within your home or garage where open flames, pilot lights, spark or any appliance with a pilot light, electric motors are present. Inadequate safety precautions could cause an explosion or fire and could result in damage to property, serious injury or loss of life.

Tires & Suspension

Please inspect and ensure tires are seated evenly & properly in the rims. Maintain the recommended tire pressures as it is very important for riding stability. Pay strict attention to loose and / or broken spokes Ensure the front and rear wheels are correctly aligned. Check spokes for correct tightness in the rims and free movement of steering system.

Inspect the tires thread condition periodically and replace worn out tires with approved make only. Failure to do so can lead to improper balance, poor stability, poor handling, and abnormal tread wear.

Please replace tires which are punctured or damaged. Small punctures in the tread area may be repaired from within the tire. The motorcycle should not be driven over 40 MPH (60 Kmph) for the first 24 hours and over 55 MPH (90 Kmph) thereafter with a repaired tire.

WARNING

In emergency situations, please ride slowly with least possible load until the tire is permanently repaired or replaced. Failure to heed to this warning could result in serious injury or loss of life.

Regularly inspect front forks, rear shock absorbers and rear suspensions for any wear, looseness / side play, oil leaks etc. Replace worn parts. Worn parts can adversely affect stability and handling.

WARNING

DO NOT operate motorcycle with a loose, worn or damaged steering system, including the front and rear suspension system. Contact your dealer for repair of steering or suspension system. Damaged steering or suspension components may adversely affect handling which could result in serious injury or loss of life.

Running in

A new motorcycle must be operated according to the special break-in-procedure. (See BREAK-IN-THE FIRST 300 Miles (500 Kms) section.) Operate motorcycle only at moderate speeds and out of traffic until you have become thoroughly familiar with its operation and handling characteristics under all condition

DO NOT exceed the legal speed limit or drive too fast for existing conditions. Always reduce speed when poor driving conditions exist. High speed increases the influence of any other condition affecting stability and increases the possibility of loss of control.

NOTE

If you are an inexperienced rider we recommend that you obtain formal training on correct motorcycle riding techniques and become thoroughly familiar with the operation of your particular motorcycle. New riders should gain experience under various conditions while driving at moderate speeds.

WARNING

Avoid over speeding and never travel over the speed limit. Excessive speed may cause loss of control and could result in an accident causing serious injury or loss of life.

DO NOT exceed 70 MPH (110 Kmph) riding solo.

DO NOT exceed 55 MPH (90 Kmph) when carrying a passenger and/or cargo.

Pay strict attention to road surfaces and wind conditions. Any two wheeled motorcycle may be subject to the following upsetting forces:

★ Wind blasts from passing trucks.

★ Rough uneven road surfaces.

★ Slippery road surfaces.

These forces may affect the handling characteristics of your motorcycle. If this happens, reduce speed and guide the motorcycle with a relaxed grip to a controlled condition. Do not brake abruptly or force the handlebar.

Operate your motorcycle defensively. Remember, a motorcycle does not afford the same protection as an automobile in an accident. One of the most common accident situations occurs when the driver of the other vehicle fails to see or recognize a motorcycle and turns into the oncoming motorcyclist.

Safe motorcycle operation requires alert mental judgment combined with a defensive driving attitude. DO Not allow fatigue, alcohol or drugs to endanger your safety OR that of others.

Wear an approved helmet, clothing, and foot gear suited for riding a motorcycle. Bright OR light colors are best for greater visibility in traffic, especially at night. Avoid loose, flowing garments and scarves.

When carrying a pillion rider, **it is your responsibility** to instruct them on proper riding procedures.

DO NOT allow other individuals, under any circumstances, to operate your motorcycle unless you know they are experienced, licensed riders and are thoroughly familiar with the operating conditions of your motorcycle

Additional electrical accessories and equipments may overload the motorcycle's electrical system and will result in system and/or component failure.

Maintain your motorcycle in proper operating condition in accordance with the Maintenance intervals chart in this Owner's Manual.

Use only genuine Royal Enfield spare parts and approved accessories. Use of other manufacturer's performance parts may affect the performance of your motorcycle and render the motorcycle void of warranty. Contact your Royal Enfield dealer for further details

WARNING

For your personal welfare, all the listed service and maintenance recommendations should be performed. Lack of regular maintenance at the suggested intervals may affect the safe operation of your motorcycle, which could result in serious injury or loss of life.

WARNING

Consult your Royal Enfield Dealer regarding any questions or problems that occur in the operation of your motorcycle. Failure to do so may aggravate an initial problem, cause costly repairs, jeopardize your personal safety and could result in serious injury or loss of life.

WARNING

Avoid any contact with the exhaust system. Wear clothing that will completely cover the legs while riding. The exhaust system gets very hot when the engine is running and remains too hot, even after the engine is turned off. Failure to wear proper or protective clothing could result in serious injury.

WARNING

Exhaust gases contains poisonous carbon monoxide and chemicals, known to cause Cancer, Birth Defects or other reproductive defects. DO NOT INHALE exhaust gases. Do not stay inside a closed garage after parking the motorcycle as the residual fumes from the exhaust can contain harmful gases. Failure to heed to these warnings can result in loss of life.

WARNING

Motorcycle batteries contain lead and lead components, acids and chemicals known to cause cancer, birth defects or other reproductive harm. Exercise extreme caution while handling a battery. Wash hands thoroughly whenever a battery is handled.

This motorcycle is not designed to tow a trailer or be used with a sidecar. It is designed to be used as a two wheeler, for carrying a rider and a pillion.

WARNING

Towing a trailer may cause loss of control of the motorcycle in the front, reduced braking efficiency, tire overloading and unstable handling, leading to an accident resulting in serious injury or loss of life.

Using the motorcycle with a side car could cause loss of control, resulting in an accident which may cause serious injury or loss of life.

WARNING

DO NOT tow a diabled motorcycle. The steering and handling of the disabled motorcycle will be impaired due to the force of the towline. If a disabled motorcycle must be transported, use a truck or a trailer. Towing a motorcycle may cause loss of control of the motorcycle in the front, leading to an accident resulting in serious injury or loss of life.

DO NOT exceed the Gross Vehicle Weight Rating (GVWR) of your motorcycle which is provided in the information plate, located on the frame down tube. (GVWR is the total sum of the weight of the motorcycle, accessories, rider, pillion and cargo that may be safely carried).

WARNING

Exceeding GVWR may lead to instability of the motorcycle, leading to an accident and result in serious injury or loss of life.

WARNING

Royal Enfield cautions you against the use of certain nonstandard parts such as aftermarket and custom made extended front forks or suspensions, which may adversely affect performance and handling. Removing or altering original parts may adversely affect performance and could result in an accident causing serious injury or loss of life.

WARNING

Use only genuine Royal Enfield replacement fasteners tightened to the proper torque. We caution you against the use of certain nonstandard parts such as aftermarket and custom made fasteners which may not have specific strength, finish and type requirements to perform properly in the assembly and its environment. The use of any nonstandard parts, including fasteners, could result in serious injury or loss of life.

Royal Enfield cannot test and make specific recommendations concerning specific or a combination of accessories sold. Therefore, the rider must be responsible for safe operation of the motorcycle when installing accessories or carrying additional weight.

Please adhere to the following guidelines when carrying a pillion, cargo or when fitting any accessories.

- **DO NOT** exceed 70 MPH (110 km/h) when riding solo.
- **DO NOT** exceed 55 MPH (90 Km/h) when carrying a pillion and/or cargo.
- Keep cargo weight concentrated close to the motorcycle and as low as possible; this minimizes sudden shift in the motorcycle's center of gravity.
- **Distribute weight evenly** on both sides of the motorcycle.
- **DO NOT** load bulky items too far behind the rider or add weight to the handlebars or front forks.
- **DO NOT** exceed 5 pounds (2.3 kgs) maximum hanging load on either side of the motorcycle at the rear end.
- Recheck the cargo periodically to be sure it is secured and will not shift while riding. Accessories secured loosely may affect the riding of the motorcycle and affect the stability of the motorcycle.
- Large surfaces such as fairings, windshields, backrests and luggage racks can adversely affect handling of the motorcycle.Only genuine Royal Enfield accessories, designed specifically for the motorcycle model should be used with proper installation.

WARNING

DO NOT load weight or install accessories improperly on the motorcycle. Doing so may affect the motorcycle's stability, handling characteristics, and safe operation and could result in an accident causing serious injury or loss of life.

WARNING

Royal Enfield motorcycles have been carefully designed and engineered for riding in their original configuration. DO NOT alter the handling characteristics of these motorcycles. Doing so may affect its stability and could cause an accident resulting in serious injury or loss of life.

WARNING

Royal Enfield cautions you against use of nonstandard parts such as aftermarket and custom made extended front forks which may adversely affect the performance and handling of the motorcycle. Removing or altering original parts may adversely affect the performance of the motorcycle, causing an accident, which could result in serious injury or loss of life.

WARNING

DO NOT ignore model / design specifications. Doing so constitutes to motorcycle misuse which may adversely affect the handling and performance of the motorcycle causing an accident, which could result in serious injury or loss of life.

- Be sure all equipment required by Federal, State, province and local law is installed and are in good condition.
- Be sure your license plate is installed in the position specified by law and is clearly visible at all times.
- Keep to the correct side of the road centre line when meeting oncoming vehicle.
- Watch for loose debris, such as dry or wet leaves, slippery substances or loose gravel that can hamper the stability of your motorcycle.
- **DO NOT** leave the curb or parking area without signaling. Be sure your way is clear to enter moving traffic. A moving line of traffic always has the right of way.
- Always actuate your turn signals, and exercise utmost caution when passing other vehicles going in the same direction. Never try to pass another vehicle going in the same direction at street intersections, on curves, or when going up/or down a hill.
- While turning either right or left, watch out for pedestrians, animals, as well as vehicles.
- At street intersections always allow vehicles from your right and left to pass before turning. **DO NOT assume you have the right of way.**
- Always signal when preparing to stop, turn or pass. When intending to turn, signal at least 100 feet (30.5 meters) before reaching the turning. Be close to the center line (unless local rules require otherwise), slow down and then turn carefully.
- All traffic signs, including manual controls at intersections, should be obeyed promptly. Slow down at traffic signs near schools and caution signs at railroad crossings.
- **Never** jump a traffic light. When a change is imminent from GO to STOP (or vice versa) at

intersections, slow down and wait for the light to change to green. **Never** run through a yellow or red traffic light.

- Ride at a safe speed that is consistent with the type of road surface you are on. Pay strict attention to whether the surface is
  - ★ Dry.
  - ★ Oily
  - ★ Wet.
  - ★ Icy.
- **DO NOT** Exceed the legal speed limit or drive too fast for existing conditions. Always reduce speed when poor driving conditions exist. High speed increases the influence of any other condition affecting stability and increases the possibility of loss of control.

WARNING

Avoid excessive speed and never travel at a speed faster than the speed limit. Excessive speed may cause loss of control of motorcycle, which could result in loss of life or serious injury.

- Park your motorcycle on a firm and flat surface to prevent it from falling over.
- Protect your motorcycle against theft. After parking your motorcycle, remove Ignition key from switch and lock the steering head.

ENGINE

Engine	4 Stroke, air cooled, single cylinder
Capacity	499 cc (Displacement)
Bore	84 mm
Stroke	90 mm
Compression ratio	8.5 : 1
Max. Power @ RPM	20.3 Kw @ 5250 rpm
Max. Torque @ RPM	41.3 Nm @ 4000 rpm
Air Filter Element	Paper Element
Engine Oil Tank Capacity	2.75 Litre
Lubrication	Forced Lubrication, Wet Sump
Engine Oil Grade	15 W, 50 API, SL Grade, JASO MA
	ESTER - Semi Synthetic oil or equivalent.

Fuel Supply	Electronic Fuel Injection

IGNITION SYSTEM

Ignition system	Digital Electronic Ignition
Spark plug gap	0.7 mm
Spark plug	WR7 DDC4 (BOSCH)

TRANSMISSION

Clutch	Wet Multiplate
Drive Chain links	101 pitches
Primary drive	Duplex Chain drive 3/8" pitch
Gear box	5 Speed Constant Mesh

Gear Ratios	I - 3.063 : 1
	II - 2.013 : 1
	III - 1.522 : 1
	IV - 1.212 : 1
	V - 1.000 : 1
Primary Drive Ratio	2.15 : 1
Secondary Drive	Chain Drive
Secondary ratio	2.235 : 1

ELECTRICALS

Generation	Alternator
System	12V DC
Battery	12V - 14 AH
Head lamp	12V, 50/35 W
Tail / Brake lamp	12V, 5/21 W
Turn signal	12V, 10W
Pilot lamp	12V, 2 W - 2 nos. 12V, 5 W - 1 no.
Speedometer lamp	12V, 3.4 W - 1 no.
Turn signal / High beam indicator	12V, 2 W - 2 nos.
Neutral Indicator	12V, 2 W - 1 no.
Horn	12V, 2.5 Amp (Max.)

CHASSIS

Frame		.....	Tubular Frame
Tyre size	Front	.....	3.25 x 19 inches
	Rear	.....	3.50 x 19 inches
Tyre pressure	Front	- Solo	18 PSI
		- Pillion	20 PSI
	Rear	- Solo	28 PSI
		- Pillion	30 PSI
Fuel tank capacity		.....	14.5 $\pm$ 1 Litres
Suspension		Front	Telescopic, Hydraulic Damping
		Rear	Swing arm with gas filled shock Absorbers
		.....	with adjustable 5 step Spring tension load and
Gas Pressure		.....	5-7 bar (70-100 psi)

TECHNICAL SPECIFICATIONS

DIMENSIONS

Length	2160 mm
Width	800 mm
Height	1050 mm
Wheel base	1370 mm
Saddle height	800 mm
Ground clearance	140 mm

WEIGHTS

Mass of vehicle in running order	187 Kg
Max pay load	178 Kg
Max technical permissible mass	365 Kg

PERFORMANCE

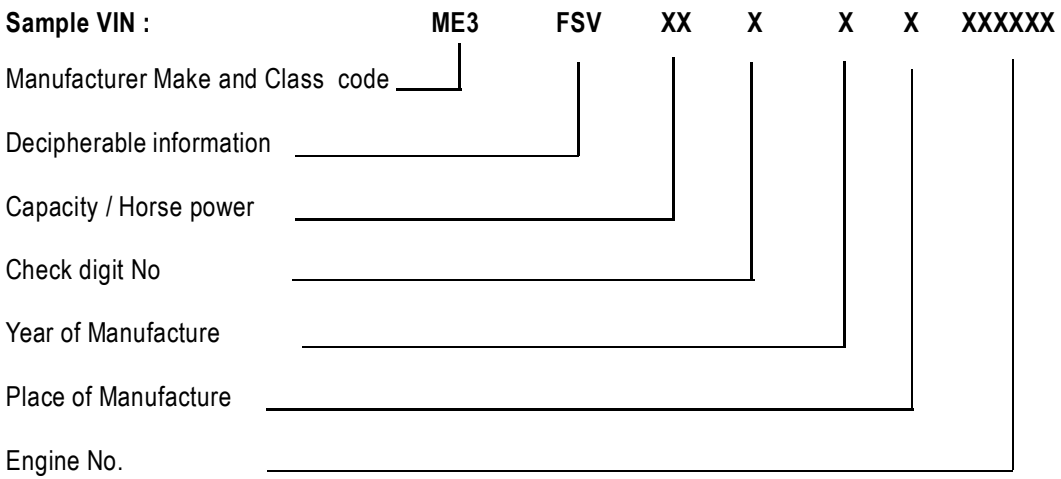
Maximum Speed	82 MPH

NOTE:

1. **Values given above are for your guidelines only**
2. **In view of continuous improvements being done on our products, the specifications are likely to change without notice**

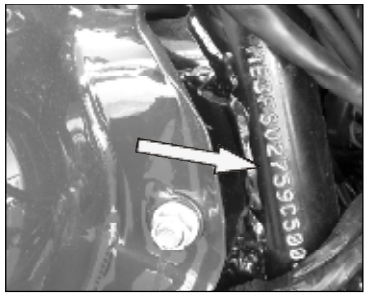
MOTORCYCLE IDENTIFICATION NO. - DETAILS

The VIN is a 17 digit number punched on the right side steering head tube and in the information plate riveted to the frame down tube.

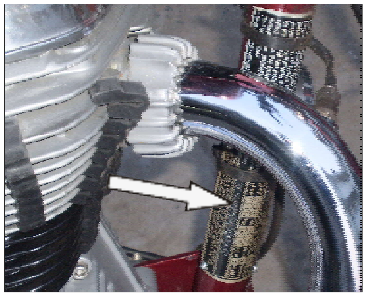


MOTORCYCLE IDENTIFICATION NO. - DETAILS

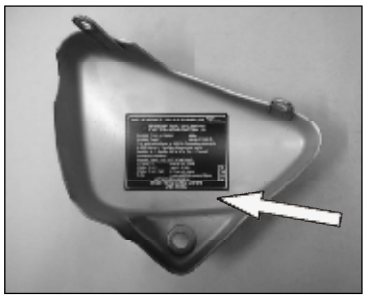
VIN
Punched on the steering head tube



VIN INFORMATION PLATE
Riveted on the frame down tube.



VEHICLE EMISSION CONTROL INFORMATION



Caution

It is illegal of tamper with the VIN / information plate as it is the only means of identification of the motorcycle.

ENGINE NUMBER - DETAILS

The engine number is punched on the left hand side Crankcase. It is the means of identification of the Engine and its production details. Please do not tamper with the engine number as it is prohibited by law.

U 5 S 5 F 0 A F XXXXXX

ENGINE FAMILY

ENGINE CAPACITY

TYPE OF START

TRANSMISSION

FUEL FEED

BLANK FOR FUTURE USE

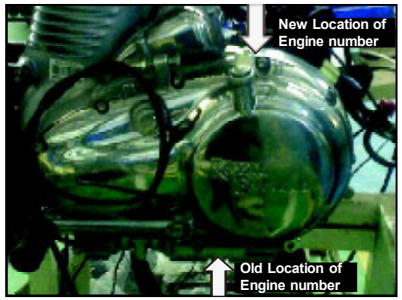
YEAR OF MANUFACTURE

(2009-9, 2010-A, 2011 -B,....)

PRODUCTION MONTH

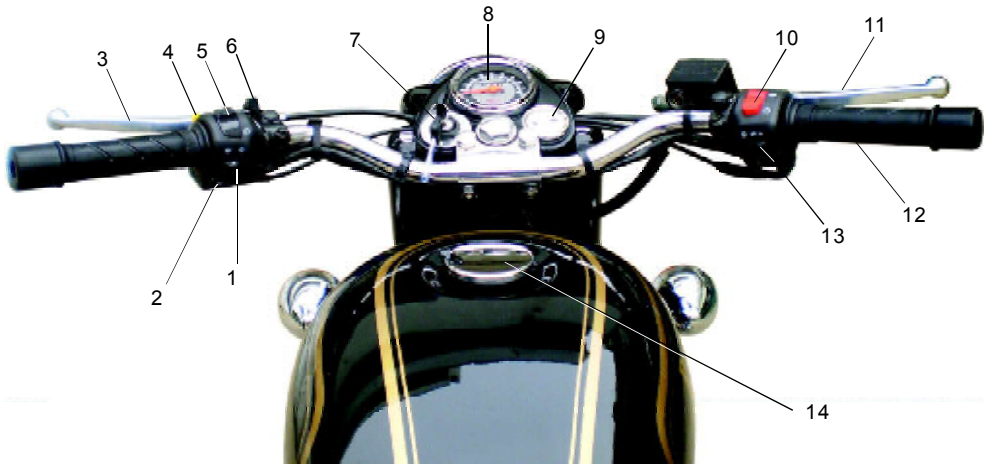
(A - JAN., H - AUG., K - SEP., N - DEC.)

PRODUCTION SERIAL Nos.



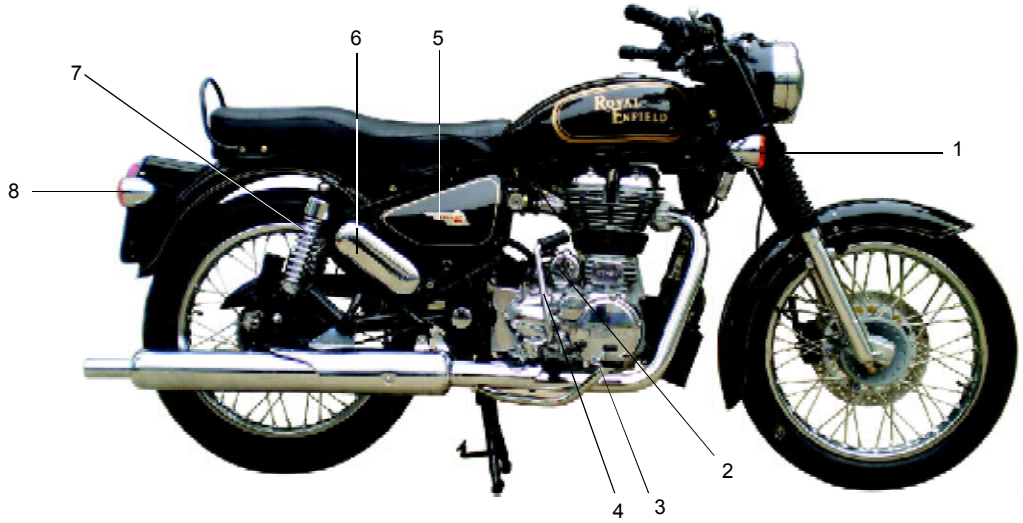
KEY PARTS LOCATION

TOP VIEW



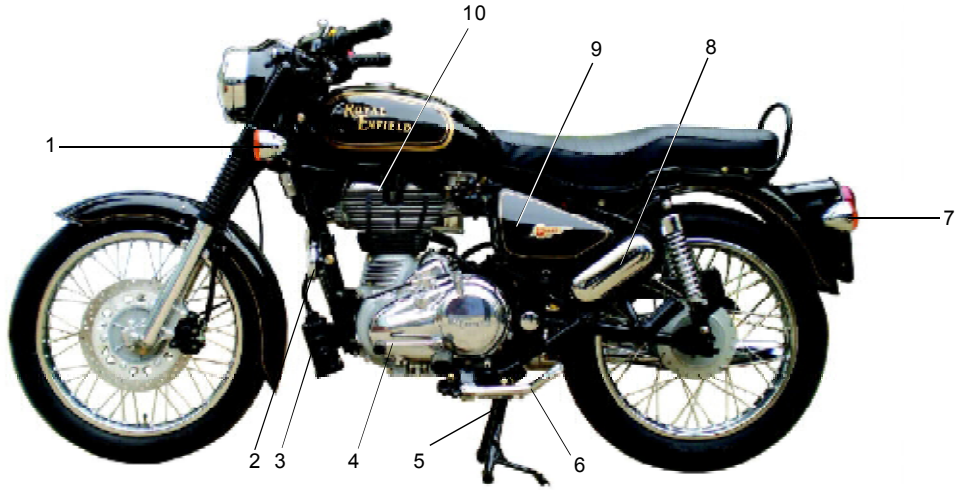
1. Turn signal switch	6. Manual Bistarter	11. Front brake lever
2. Horn button	7. Ignition switch	12. Accelerator
3. Clutch lever	8. Speedometer	13. E-Start Switch
4. Day flash switch	9. Malfunction / Low fuel Indicator	14. Fuel tank cap
5. Head lamp dip switch	10. Supplementary Stop Switch	

RIGHT SIDE VIEW



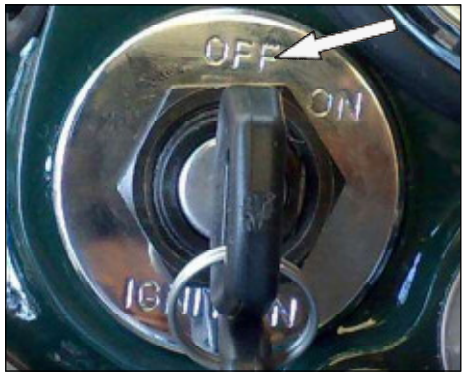
1.	RH Trafficator front	5.	Side Panel RH
2.	Starter Motor	6.	Side Decor RH
3.	Brake Pedal	7.	Shock absorber RH
4.	Kick Starter Lever	8.	Trafficator Rear RH

LEFT SIDE VIEW

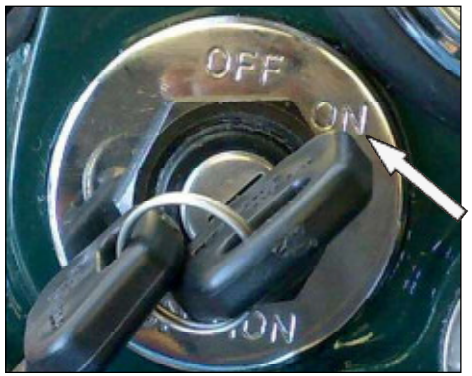


1. Trafficator front LH	4. Gear Change Lever	8. Side Decor LH
2. Horn	5. Centre stand	9. Side Panel LH (Battery Cover)
3. Evaporative emission Cannister (California Models Only)	6. Side Stand	10.Spark plug
	7. Trafficator rear LH	

IGNITION SWITCH

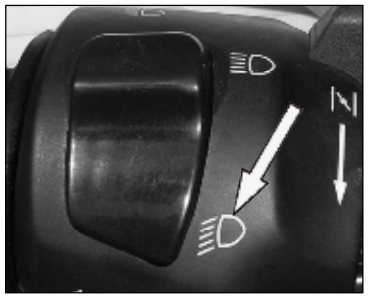


OFF

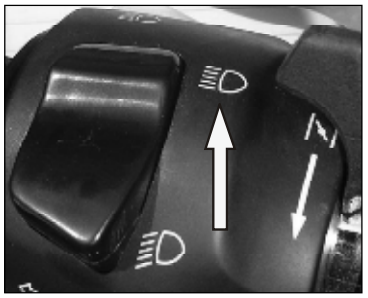


ON

DIP SWITCH

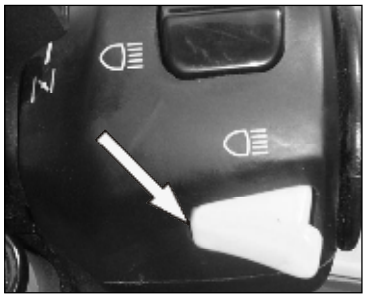


Low beam



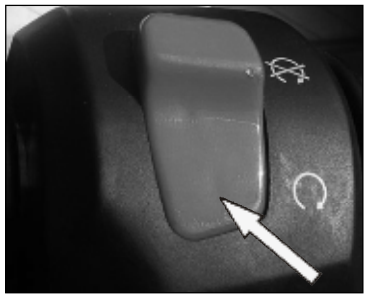
High Beam

HEAD LAMP DAY FLASH



Depress for Day Flash

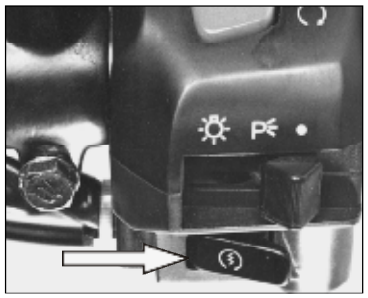
SUPPLEMENTARY ENGINE STOP



ON

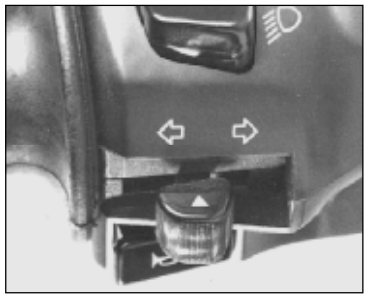
OFF

ENGINE START SWITCH

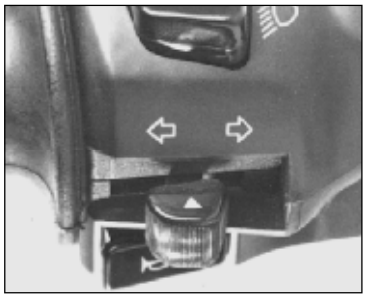


Depress

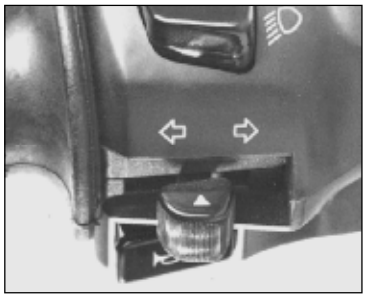
TURN SIGNAL SWITCH



⇦ Left

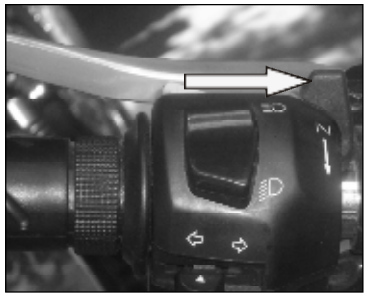


⇧ OFF (Push to off)

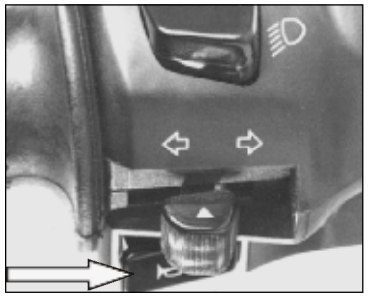


⇨ Right

MANUAL BI STARTER



HORN



CAUTION

Do NOT lubricate barrel locks with petroleum based lubricants or graphite. Inoperative locks may result in damage to your vehicle.

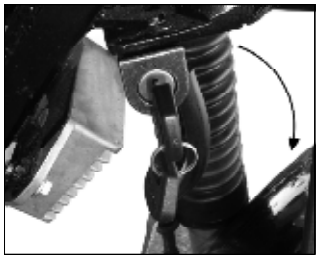
- Lock the steering when leaving motorcycle parked.

Steering lock

Turn key clockwise to lock.

Caution

Protect your motorcycle against theft. After parking your motorcycle, remove the ignition key from switch and lock the steering head.



FUEL TANK CAP (WITH KEY LOCKING FEATURE)

To Open:

- Insert Key and Turn anticlockwise.
- Cap will springup.

To Close:

- Press cap down with key in position
- Key will return to locked position.
- Remove Key.

NOTE:

Key can be removed only in locked position.

FUEL TANK CAP (CALIFORNIA MODELS)

To Open:

- Turn cap anticlockwise

To Close:

- Locate cap and turn clockwise till click Sound is heard

SIDE VIEW MIRRORS

Your motorcycle is equipped with convex mirrors and has a curved surface. This type of mirror is designed to give a wider rear view than a flat mirror; however the objects seen in this type of mirror will look smaller and farther away than when seen in a flat mirror. Use care when judging the size or distance of objects seen in these mirrors.

NOTE:

To help you establish the relative distance of vehicles behind your motorcycle, adjust each mirror in such a way, that a small portion of your shoulder is visible and a large portion behind your motorcycle is seen clearly.

WARNING

Objects in mirrors are closer than they appear. Always use caution when judging distances of objects in mirrors. Failure to judge correctly when seeing the objects on mirrors could cause an accident resulting in serious injury or loss of life.

PRE OPERATIONAL CHECKS

It is a good practice to check the following before using the motorcycle every time or once in a week

CHECK FOR:

1. Adequate fuel in the tank.
2. Operation and free play of front and rear brakes.
3. Free play and smoothness of all operating cables.
4. Free and smooth movement of the steering.
5. Battery electrolyte level.
6. Correct tire pressures and any cuts, cracks or sharp objects embedded in the tire.
7. Oil level: Top up if necessary. Do not overfill.
8. Operation of all electrical systems.

CAUTION

Failure to adhere to pre operational checks may cause the motorcycle to stall when riding and lead to a potentially hazardous situation which, if not avoided, may result in an accident and could cause minor or moderate injury.

Proper running-in is very important for obtaining maximum life and performance of a new motorcycle. The following guidelines explain proper running-in procedures.

Since the engine is brand new, it should not be loaded excessively for the first 1,000 Kms. (600 Miles). During the first few hundred kilometers, the various parts in the engine wear and polish themselves to the correct operating clearances. Driving with prolonged full throttle operation, or any high speed conditions might result in excessive heating of the engine and cause abnormal wear of the moving parts and hence must be avoided.

1. 0 - 300Miles (0- 500 Kms):

The recommended speed for the first 300 Miles (500 Kms) is 35 - 40 MPH (50 - 60 Kmph). During this period avoid riding the motorcycle with full throttle opening. Stop the motorcycle for about 5 to 10 minutes to let it cool down, after every hour of running. Vary the speed of the motorcycle regularly during running but avoid using the motorcycle above 1/2 throttle opening position.

Caution

After covering the first 300 Miles.(500 kms), please replace the engine oil and filter.

2. 300 - 600 Miles (500 - 1000 Kms.):

The recommended speeds are 45 - 50 MPH (80 - 90 Kmph). Avoid riding the motorcycle with full throttle opening. Vary the speed of the motorcycle regularly but avoid using the motorcycle above 3/4 throttle opening position.

3. 600 Miles (1,000 kms) and beyond

Avoid prolonged full-throttle operation. Vary speed occasionally.

Caution

Royal Enfield engines are air-cooled and consequently require forced air cooling of the cylinder head and barrel to maintain proper operating temperature. Extended periods of idling may over heat the engine, resulting in serious engine damage.

DO NOT run the engine at extremely high RPM with clutch disengaged or transmission in neutral as it can cause serious engine damage.

An engine running long distances at high speed must be given close attention to avoid over heating and possible engine damage.

EVAPORATIVE EMISSION IMPORTANT NOTE

California Air Resources Board, Emissions Regulations (Applicable for motorcycles sold in the State of California)

Your Royal Enfield motorcycle is equipped with an evaporative emission control system consisting of a Canister, rubber hoses and connectors to comply with the stringent California Air Resources Board (CARB) emissions regulations, anti-smog standards.

The equipment does not have any serviceable parts for the user to service. However in order to ensure that the motorcycle is compliant, it is necessary to periodically inspect the rubber tubes and connections for any leaks, cracks, cuts or damage. In case any of the above is noticed, the motorcycle should be taken immediately to a nearest Authorized Royal Enfield dealer for inspection and necessary correction

The evaporative emission control system is covered under warranty for 18,641 miles (30,000 Kms) OR 5 Years from the date of sale of the motorcycle to the first customer.

As the vehicle owner, it is your responsibility to ensure that the motorcycle is taken to the nearest Royal Enfield dealer to carry out the required maintenance listed in the Owner's Manual. Royal Enfield recommends that you retain all receipts covering maintenance on your motorcycle. It is also your responsibility to present take your motorcycle to a Royal Enfield dealer, if a problem in the evaporative emission system. As the vehicle owner, you should also be aware that Royal Enfield may deny your warranty coverage if your vehicle or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications. If you have any questions regarding your warranty rights and responsibilities or if an authorized Royal Enfield dealer cannot repair your motorcycle or honor your claim within a reasonable period of time, contact Royal Enfield for assistance@ 312-569-1075. If you are not satisfied with the way in which a warranty claim is resolved by Royal Enfield, you may write directly to:

Director of Field Operations
BoardSupport Division (EI4-397F)
Environmental Protection Agency
401 M Street, S.W. Washington,
D.C. 20460

OR

California Air Resources
9480 Telstar Ave. Suite 4
El Monte, CA 91731

A Malfunction Indicator Lamp (MIL) is provided in the small meter located on the right side on the head lamp casing.

There are two indications in this unit. Low fuel indication & EFI Malfunction Indicator Lamp (MIL)

When both the Ignition & Engine kill switch is "ON", the MIL will glow for few seconds and will switch OFF. This indicates that all the functions of Electronic Control Unit (ECU) and other sensors are working perfectly and the motorcycle can be used. Incase of any malfunctioning of the ECU or other sensors, the MIL will glow continuously. In the event of any such phenomenon it is recommended to take the motorcycle to a nearest Royal Enfield authorized service station for inspection.

"ROLLOVER SENSOR"

Your motorcycle is fitted with a unique "Roll over Sensor" This is a safety feature. In the event of an accident OR if the motorcycle falls over on its side with the engine running, the "Roll over Sensor" will switch off Ignition and cut off fuel supply to prevent the motorcycle from moving suddenly if it is in gear.

NOTE:

To reset the Roll over sensor in the event the motorcycle falls over. Please put the motorcycle in its centre stand, switch off both the Ignition switch and the stop switch on the handle bar RH control, wait for a few seconds and switch ON the ignition switch and the stop switch again. This will help to RESET the "Roll over Sensor" and the engine can be started.

WARNING

Before starting engine, always shift gears to neutral.

Caution:

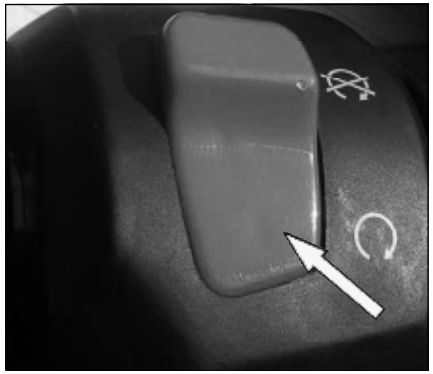
Do not force the gear lever while attempting to shift to neutral with the engine stalled. Move the motorcycle back & forth and simultaneously depress gear lever to select neutral. Ensure neutral indicator light comes 'ON' in the Speedometer.

NOTE :

- Depress starter button and release as soon as the engine starts.
- If the engine does not start on the first attempt in a cold climate, release the starter button, wait for 30 seconds before depressing the starter button again.
- A clutch safety switch is provided in the system for the safety of the rider. This will prevent the engine from starting if the gears are engaged. To start the engine, always ensure the gear is shifted to neutral before starting. However if the engine has stalled and has to be started when the gears are engaged, pull in the clutch lever, depress starter button to start the engine in gear.
- A side stand ON safety switch is fitted on the side stand of the motorcycle. If the side stand is in extended position, it will prevent the engine from starting. Please ensure the side stand is retracted fully before attempting to start engine.

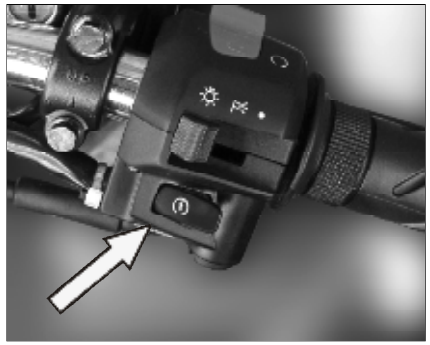
- Turn ignition switch ‘ON’

- Ensure the side stand is in released position
- Ensure gears are in neutral and neutral lamp is glowing.
- Ensure ignition stop switch is in ‘RUN’ position



- Depress Clutch Lever

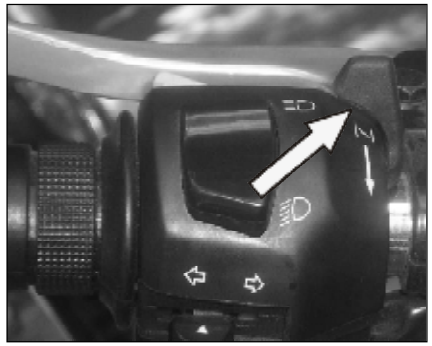
- Depress Starter Button and release as soon as engine starts.



Caution

Never accelerate the engine immediately after a cold start. The engine should be allowed to operate at idling speed for a few minutes. This will not only allow the engine to warm up but will also help the engine oil to be circulated and lubricate the moving parts inside the engine. Failure to adhere to this may result in damage to the engine.

- Manual bi Starter



NOTE:

It may be necessary to depress and hold the manual bi starter, after starting the engine for the first time in cold mornings, temperatures below 10^0C OR at high altitudes, to prevent the engine from stalling and to keep the idling RPM steady.

As soon as the engine sufficiently warms up the RPM will raise at which time the manual bi starter should be released.

Warm up engine for 2 minutes - till idling is consistent.

Prior to riding, check to see if the low fuel indicator is glowing continuously.

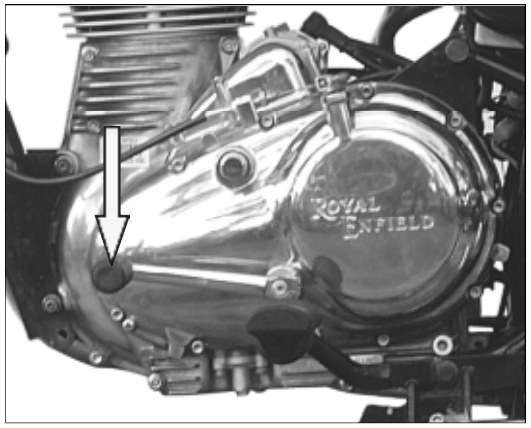
The low fuel indicator will glow continuously if the fuel level in the tank in below 3.5 liters.

Caution

Please ensure the motorcycle is not used with the low fuel indicator lamp “ON” continuously. It may not only result in the motorcycle running out of fuel. BUT will also cause serious damage to the fuel pump. Please ensure fuel is filled up as soon as the low fuel lamp comes ON.

CAUTION

The clutch must be fully disengaged before attempting to shift gears. Failure to fully disengage the clutch may cause a jerky start and / OR stalling of the engine besides causing damage to transmission parts.

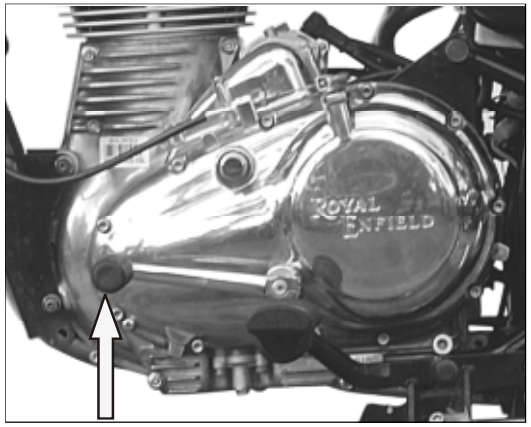


- Warm up engine for 2 minutes - till idling is consistent.
- Pull clutch lever towards the hand grip.
- Depress gear lever with toe to engage 1st gear.
- Gently open throttle and release clutch simultaneously. If clutch is released suddenly, the engine may stall and cause a jerky start.

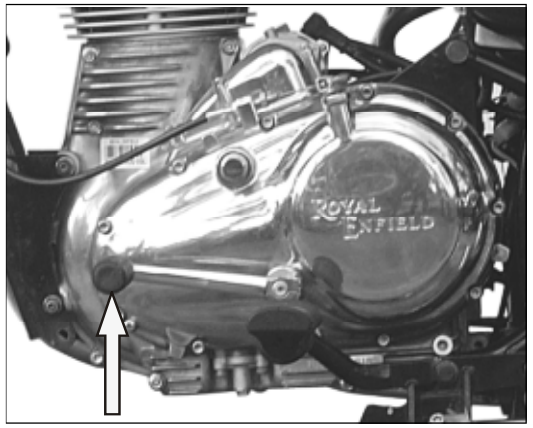
NOTE :

Always start motorcycle in neutral. Always move motorcycle in first gear.

● Lift the gear lever with toe to engage 2nd and higher gear.



● Follow the same procedure for 3rd, 4th and 5th gear.



NOTE:

When engine speed decreases, while climbing a gradient or running at a reduced speed, shift to the appropriate lower gear to prevent the engine from stalling or straining to pull.

CAUTION

When difficulty of shifting gears is experienced, do not under any circumstance, attempt to force the shift. The results of such abuse will be a damaged or broken shifter mechanism, which if not avoided may result in minor or moderate injury.

CAUTION

Shift gears to neutral before stopping engine. Shifting mechanism can be damaged by shifting gears while engine is stopped.

WARNING

Shifting to lower gears when motorcycle speed is too high, can severely damage the transmission or cause the rear wheel to lose traction resulting in possible loss of vehicle control and loss of life or serious injury.

PARKING MOTORCYCLE ON CENTER STAND

- Select a firm, flat surface
- Hold handle bar straight
- Lower center stand, and ensure that both the legs of the stand are resting evenly on firm ground.
- Apply pressure on the fulcrum lever on the center stand and pull motorcycle backwards, gently.

PARKING MOTORCYCLE ON SIDE STAND

- Select a firm, flat surface
- Lower Side Stand and gently tilt motorcycle to the left till it rests firmly.
- A side stand ON safety switch is fitted on the side stand of the motorcycle. If the side stand is in extended position, it will prevent the engine from starting. Please ensure the side stand is retracted fully before attempting to start engine.

WARNING

Always park the motor cycle on a firm and flat surface. Parking in a soft ground may cause stand to sink and the motorcycle to fall, causing injury to you or to others and damage to the motorcycle parts.

TOOLS AND SPARES KIT

1. Tool Wallet	1
2. Tommy bar	1
3. Tubular spanner (21 x 24mm)	1
4. Screw driver	1
5. Double end spanners :	
(10 × 13 mm)	2
(8 × 10 mm)	1
(14 × 15 mm)	1
(22 × 24)	1
(¼ " X 5/16")	1
6. Allen Keys :	
(5 mm)	1
(3 mm)	1
(6 mm)	1
7. Tire Lever 2 Nos	

As a fore thought, the following essential parts are also provided with each motorcycle. Please ensure that you collect these parts while taking delivery of your motorcycle.

1. Speedo cable
2. Clutch cable
3. Pneumatic Tube for tyre

RECOMMENDED LUBRICANTS

Engine oil Grade	15 W 50 API SL Grade JASO MA, ESTER - Semi Synthetic oil
Capacity	2.75 Liters
Front Fork	Fork oil
Capacity	200 m / leg.
Brake Fluid	DOT 3 or DOT 4
Capacity	60 ml.

WARNING

Do NOT switch oil brands indiscriminately because some oil interacts chemically when mixed. Use of inferior oils or non-detergent oils can damage the engine.

PRE OPERATIVE CHECKS

A careful check of the following must be carried out every time before riding and especially after long periods of storage, to determine if additional maintenance is necessary.

1. Tires for correct pressure, abrasions or cuts.
2. Rear chain for proper tension.
3. Brakes, steering and throttle for responsiveness.
4. Cable for fraying or crimping and free operation.
5. Engine oil level.
6. Wheel spoke for proper tightness, no breakage,
7. Headlamp, tail lamp, brake lamp and directional lamps for proper operation.

WARNING

For your personal welfare and safety, all the points mentioned above should be performed periodically. Failure to do so may affect safe operation and damage your motorcycle and could result in an accident causing serious injury or loss of life.

The maintenance schedule detailed here will help you maintain your Royal Enfield motorcycle meticulously and to get a long trouble free service. The schedule provided herein is based upon average riding conditions and indicates the mileage at which regular inspections, adjustments, replacements and lubrications must be carried out. The frequency of the maintenance must be shortened depending upon the severity of the driving condition OR if the motorcycle is used in a very dusty environment, severe climatic cold and hot conditions, bad roads, stagnant water etc., Contact a nearest Royal Enfield Dealer for expert advice and to carry out the periodical maintenance.

WARNING

For your personal welfare, all the listed service and maintenance recommendations should be performed. Lack of regular maintenance at the suggested intervals may affect the safe operation of your motorcycle causing the motorcycle to malfunction and stall abruptly resulting in an accident and cause serious injury or loss of life.

S. No.	DESCRIPTION	SCHEDULE										
	Kms (x 1000)	0.5	3	6	9	12	15	18	21	24	27	30
	Miles (x 1000)	0.3	2	3.75	6	7.5	9.5	11.25	13	15	17	18.75
1	Engine Oil	R		R		R		R		R		R
		Check level every 500 Kms or earlier as required										
2	Engine oil filter	R		R		R		R		R		R
3	Engine sump filter	C		C		C		C		C		C
4	Magnetic drain plug under gearbox on Crankcase	C		C		C		C		C		C
5	Spark plug	A	A	A	A	A	R	A	A	A	A	R
6	HT lead	I	I	I	I	I	I	I	I	I	I	I
7	Fuel hose	I	I	I	I	R	I	I	I	R	I	I
8	Fuel Pump	Check for screw tightness in all services										
9	Accelerator cable play	A	A	A	A	A	A	A	A	A	A	A
10	Rubber hose, Air filter to Throttle body	I	I	I	I	R	I	I	I	R	I	I
11	Rubber hose, Inlet manifold	I	I	I	I	R	I	I	I	R	I	I

A : Adjust C : Clean D : De-carbonise I : Inspect L : Lubricate R : Replace

S. No.	DESCRIPTION	SCHEDULE										
	Kms (x 1000)	0.5	3	6	9	12	15	18	21	24	27	30
	Miles (x 1000)	0.3	2	3.75	6	7.5	9.5	11.25	13	15	17	18.75
12	Air filter element	C	C	C	C	R	C	C	C	R	C	C
13	Inlet / Exhaust valve seating						I					I
14	Cylinder head											D
15	Exhaust system											D
16	Clutch free play	Adjust every 1000 Kms or earlier as required										
17	Rear brake pedal pivot	L	L	L	L	L	L	L	L	L	L	L
18	Battery terminals (apply petroleum jelly)	C	C	C	C	C	C	C	C	C	C	C
19	Battery Electrolyte level	I	I	I	I	I	I	I	I	I	I	I
20	Earth wire eyelet (behind battery carrier)					I						I
21	Rear Chain	Adjust every 1000 Kms or earlier as required										
		Lubricate every 3000 Kms or earlier as required										
22	Fork oil					R				R		
		Check level every 1000 Kms or earlier as required										

A : Adjust C : Clean D : De-carbonise I : Inspect L : Lubricate R : Replace

S. No.	DESCRIPTION	SCHEDULE										
	Kms (x 1000)	0.5	3	6	9	12	15	18	21	24	27	30
	Miles (x 1000)	0.3	2	3.75	6	7.5	9.5	11.25	13	15	17	18.75
23	Rear brake play	Adjust every 1000 Kms or earlier as required										
24	Rear brake cams			L		L		L		L		L
25	Steering ball races					L				L		
26	Spokes tightness	I		I		I		I		I		I
27	Wheel rim run out			I		I		I		I		I
28	Tyre wear		I	I	I	I	I	I	I	I	I	I
29	Hand levers pivot	Lubricate every 1000 Kms or earlier as required										
30	Evaporative Emission Equipment rubber hoses☆	I	I	I	I	R	I	I	I	R	I	I

A : Adjust C : Clean D : De-carbonise I : Inspect L : Lubricate R : Replace

☆ **Applicable only for Motorcycles sold in the state of California.**

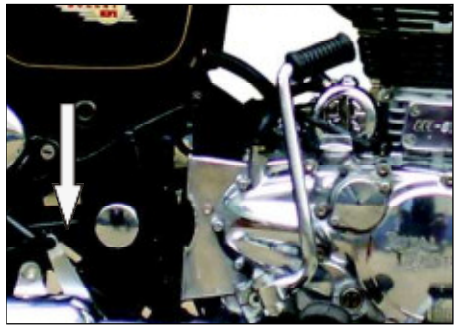
NOTE :

For maintenance after 30,000 Kms, (18,750 miles) please repeat the same frequency levels specified above, in consultation with a Royal Enfield Service Station.

The following minor maintenance can be carried out easily with simple tools. However, In case, it is felt that the adjustments are best done by an expert, we recommend that the motorcycle be taken to a nearest Authorized Royal Enfield service station.

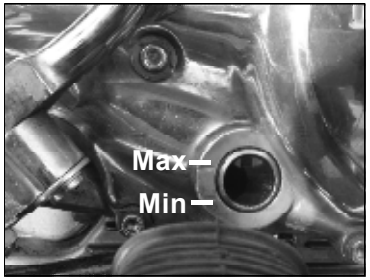
CONTROL CABLES, HANDLE BAR LEVER, PIVOTS, CENTRE / SIDE STAND PIVOTS

- Lubricate after using the motorcycle in rain, after waterwash or if used in dusty conditions.
- Wipe the area free of dirt / grease.
- Apply a few drops of oil on the pivots.



OIL LEVEL INSPECTION

- Place motorcycle on its centre stand on a firm surface.
- Start the engine, warm up for a few minutes & switch off
- The oil level should be at the middle or slightly over the middle level in the oil window in the RH Crank case cover.
- Top up with recommended oil if required



CAUTION

Do not fill oil over MAX mark. It may cause the engine to smoke and result in loss of power. Do NOT use the motorcycle if the oil is at the MIN mark. Doing so will cause serious damage to the moving parts inside the engine and result in an engine lock up.

ENGINE - OIL CHANGE

(Refer Periodical Maintenance Chart for frequency)

- Place motorcycle on its centre on a firm flat surface.
- Keep a clean tray below the engine.
- Start engine and warm sufficiently so as to help the oil to drain out quickly.
- Remove the oil drain plug and the suction filter at the bottom of the crankcase.
- Remove the oil filter on the RH Crankcase cover.
- Allow maximum oil to drain out by tilting the motorcycle to both sides.
- Wash the drain plug and the suction filter thoroughly and refit on the crankcase
- Soak a new filter element in oil and refit on the RH Crankcase cover.
- Fill recommended oil till the oil level is between the MAX and MIN marks in the oil level window in the RH Crank case cover.
- Start the engine, warm up for a few minutes & switch off
- Check the oil level after two minutes to see if the oil level is at the middle or slightly over the middle level in the oil window.
- Top up with recommended oil if required

NOTE:

Replace oil filter whenever oil is replaced.

Caution:

Do not fill oil over MAX mark. It may cause the engine to smoke and result in loss of power. Do NOT use the motorcycle if the oil is at the MIN mark. Doing so will cause serious damage to the moving parts inside the engine and result in an engine lock up.

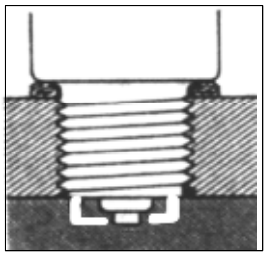
WARNING

Do NOT switch oil brands indis-criminately. Some oils may react chemically when mixed. Use of of wrong grade, inferior OR non detergent oils can damage the engine and lead to a potentially hazardous situation which, if not avoided, could result in severe damage to the engine parts and cause the engine to lock up and stop the motorcycle abruptly, which may result in an accident and cause serious injury or loss of life.

SPARK PLUG

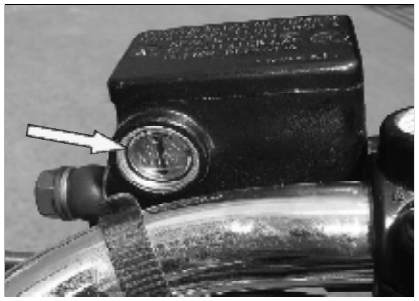
Cleaning and adjusting gap (Refer Periodical Maintenance Chart for frequency)

- Remove the spark plug cap from the spark plug
- Remove the spark plug from the cylinder head using a suitable plug spanner.
- Clean the insulator tip and electrodes of the plug carefully in a spark plug cleaning and testing equipment.
- Set the gap between 0.7 to 0.8 mm.
- Refit the spark plug on the cylinder head and fit the spark plug cap.



BRAKE FLUID

Check if the brake fluid is above 'min' level. To top up, remove cover and diaphragm and top up with either DOT 3 or DOT 4 as specified.



Caution:

Brake fluid is high corrosive and can cause damage to painted parts. Please ensure that brake fluid does not spill on any part of the motorcycle. In the event if a spill, please clean the area immediately with a soft cloth (preferably a wet cloth) to avoid damage.

INSPECTION OF TIRES AND WHEELS

Use only standard tires & tubes inflated to correct pressure. Using a motorcycle with improperly inflated tires can cause instability while riding or cornering.

Tire pressure

Front

Solo	1.27 kg/cm^2 (18 PSI)
With Pillion	1.41 kg/cm^2 (20 PSI)

Rear

Solo	2.00 kg/cm^2 (28 PSI)
With Pillion	2.11 kg/cm^2 (30 PSI)

Please inspect and ensure tires are seated evenly & properly in the rims. Check proper seating of the tire beading on the rim Inspect the tires periodically for tread wear, cracks and cuts. Maintain the recommended tire pressures as it is very important for riding stability. Pay strict attention to loose and / or broken spokes Check spokes for correct tightness in the rims Whenever a new tire is installed, ensure rim and spokes do not get damaged on account of using wrong levers. Ensure the front and rear wheels are correctly aligned. and free movement of steering system.

Check and remove stone, splinters, nails or other particles embedded in the tire treads.

Inspect the tires thread condition periodically and replace worn out tires with approved make only. Failure to do so can lead to improper balance, poor stability, poor handling, and abnormal tread wear.

Minimum tread depth :	
Front tire : 1mm	Rear tire : 2 mm

WARNING

Tires, rims and air valves must be correctly matched to wheel rims. Mismatching tires, tubes, rims and air valves may result in damage to the tire bead during mounting which will cause tire slippage on the rim and cause tire failure. Please replace tires if bald spots or swelling is noticed. Replace tires which are worn out, punctured or damaged. Small punctures in the tread area may be repaired from within the tire. Do not ride the motorcycle over 40 MPH (60 Kmph) for the first 24 hours and over 55 MPH (90 Kmph) thereafter with a repaired tire. In emergency situations, please ride slowly with least possible load until the tire is permanently repaired or replaced. Failure to heed to this warning could result in serious injury or loss of life.

FRONT WHEEL REMOVAL

- Place the motorcycle on center stand
- Place a wooden block the front end of engine to support the motorcycle.
- Disconnect speedo cable.
- Loosen the pinch bolt on the RH fork guide.

- Remove the axle nut along with washer.
- Tap and remove the front wheel spindle
- Tilt the motorcycle to RH Side and take out the wheel along with speedo drive and RH side spacer.
- Take out Speedo drive and bush on the RH side.

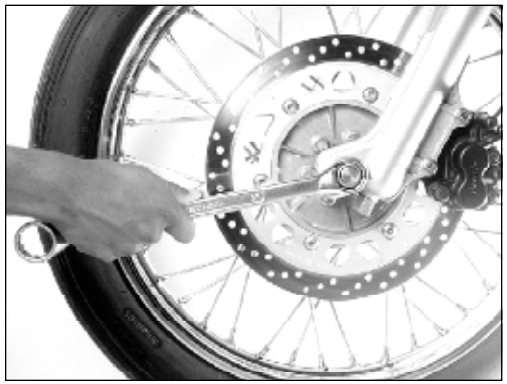
Caution :

Do not depress the front brake lever when wheel is removed as this will result in the brake pads coming too far out of the brake caliper.

- Place a 4 mm thick wooden piece or cardboard sheet between the brake pads to avoid pads activation in the event the front brake lever is accidently depressed.

FRONT WHEEL REASSEMBLY

- Remove the wooden piece / card board sheet placed between the brake pads
- Locate the speedo drive bush in position and place speedo drive over it.
- Insert the wheel along with speedo drive and RH spacer between the fork ends ensuring the brake disc is located between the brake pads.



- Insert and tap the front wheel axle gently inside.
- Refit the washer and tighten the nut firmly.

NOTE :

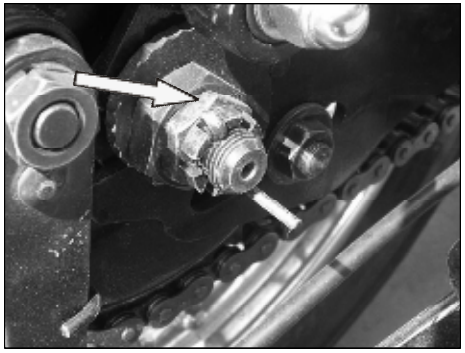
Ensure that the speedo drive is correctly located such that the cable can be connected without difficulty.

- Tighten the pinch bolt on the RH fork guide.

- Rotate the wheel and check for smooth rotation.
- Connect the speedo cable to speedo drive and check for proper working of speedo meter.
- Depress brake lever 2 or 3 times to check front brake efficiency.

REAR WHEEL REMOVAL

- Place motorcycle on center stand on a firm and flat surface.
- Note and mark the position of the chain adjuster butting with the stopper on the right side.
- Remove split pin and castle nut on the RH side.



- Remove wheel spindle from LH side along with chain adjuster, taking care not to drop the wheel collar and spacer from the LH side of the wheel.
- Tilt motorcycle to RH side and slide out rear wheel.

REAR WHEEL REASSEMBLY

- Ensure the four cush rubbers are in position inside the rear wheel hub.
- Tilt motorcycle to right and insert wheel assembly between the swing arms.
- Position the rear wheel with cush rubber on the rear chain sprocket.
- Hold wheel collar and spacer in position.
- Introduce the wheel spindle along with chain adjuster from the LH side of motorcycle and gently tap it through the wheel.
- Ensure that the chain adjuster notch butts with the stopper as appropriate when both the front & real wheels are aligned.
- Tighten the castle nut firmly and ensure that the hole on axle shaft and the slot on castle nut are aligned to enable split pin fitment.
- Fit the split pin.

Caution:

Do not force the spindle into the wheel as the threads may get damaged. Tap it through the wheel gently.

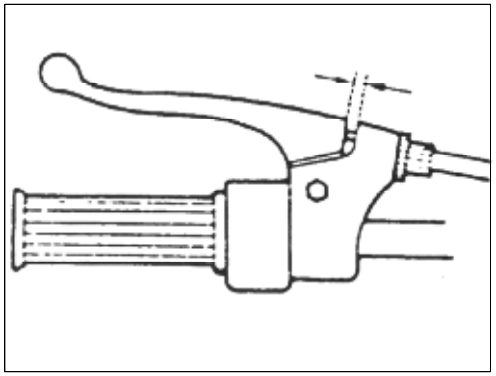
WARNING

Ensure the motorcycle does not come off centre stand while assembling / disassembling the wheel assembly Failure to adhere could result in loss of life or serious injury

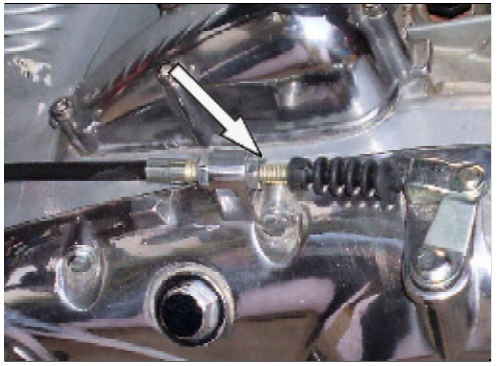
ADJUSTMENTS

Clutch cable (play 2-3 mm)

a. Clutch Play Adjustment



- Loosen lock nut.
- Screw in or out the adjuster for setting the required play.
- Tighten lock nut.
- Refit the clutch cable boot.

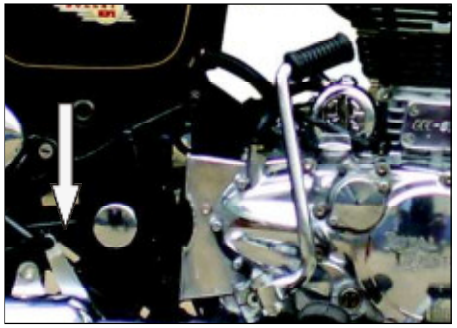


Drive Chain tension (play 25 - 30 mm)

- Remove rear wheel split pin.
- Loosen castle nut, spindle nut, anchor nut and brake rod nut.
- Turn the RH adjuster cam as appropriately, till 25 to 30 mm slackness is achieved on the top run of the chain.
- Check that the front and rear wheels are correctly aligned.
- Turn the LH adjuster cam appropriately, to align both the wheels.
- Check and ensure that the notches on the cam are resting on the pin in the swing arm on both sides.
- Apply brake and tighten all nuts.

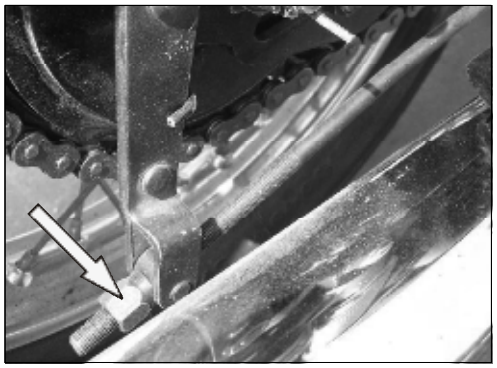
REAR BRAKE PEDAL HEIGHT

- Loosen the lock nut
- Turn in or out the pedal stop pin till the brake pedal and front footrest are in the same height
- Tighten the lock nut
- Check for free rotation of rear wheel.



REAR BRAKE

- Turn in or out the adjuster nut at the brake rod end. The recommended brake pedal travel is 20 - 30 mm.
- Check that the brake is not binding and the rear wheel rotates freely.



WARNING

Please ensure brakes are adjusted to their maximum efficiency. Improperly adjusted brakes can result in an accident causing serious injury or loss of life

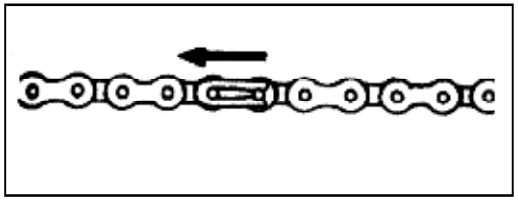
Please ensure adequate caution while applying brakes. Sudden application of brakes can lock the wheel and cause possible loss of control of the motorcycle which can result in an accident causing serious injury or loss of life.

WARNING

Brake shoes must be inspected for wear every 2500 miles (4000 Kms). If you ride under adverse conditions, (steep hills, heavy traffic, etc.) a more frequent inspection at 1000 miles (1600 Kms) or less, is required.

CHAIN LOCK FITMENT

The chain link lock should be fitted such that the closed end of the chain lock is towards the normal direction of chain rotation



WARNING

Fitting the chain lock in the wrong direction can lead to it falling off while riding and the chain can disengage from the sprockets. This will lead to a potentially hazardous situation which can result in an accident causing serious injury or loss of life.

REAR SHOCK ABSORBERS

- The rear shock absorbers have a five step adjuster to increase or decrease the spring tension. Increase the spring tension for high load operation and reduce the spring tension for low load operation.
- Turn the adjuster clockwise to increase the spring tension and vice versa to reduce the spring tension. Please ensure the spring tension is adjusted evenly on both shock absorbers.

WARNING

Regularly inspect shock absorbers and front forks for leaks. Replace if leaking or defective as they can adversely affect the stability and riding of the motorcycle.

Riding the motorcycle with the notches adjusted in different positions can cause loss of control and may result in an accident causing serious injury or loss of life.

NOTE

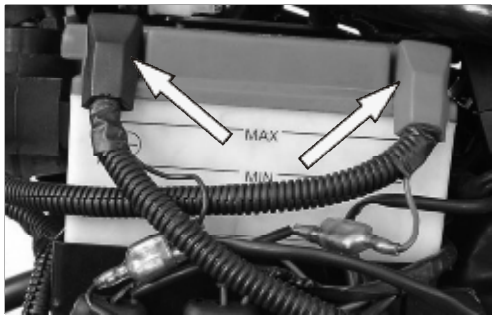
Ensure no fouling of any accessories with rear shock absorber. Check for sufficient gap between the shock absorber and any accessories/cargo when the rear end of the motorcycle is fully loaded and the shock absorbers are fully compressed.

BATTERY MAINTENANCE

- The motorcycle is provided with 12V - 14 AH battery.
- The battery must be periodically checked for
  - ❑ Cleanliness and corrosion free terminals.
  - ❑ Electrolyte level
  - ❑ if electrolyte level is low, top up with distilled water.

REMOVAL OF BATTERY FROM THE MOTORCYCLE

- Unlock and remove the LH side panel.
- Disconnect both the terminal wires (-VE and +VE)



.

- Remove the holding bracket.
- Take out the battery.

NOTE :

For checking the battery voltage and electrolyte specific gravity, contact authorised battery service centre.

WARNING

Always disconnect the negative (-) battery cable first and then the positive (+) cable while removing the battery connections. If the positive (+ve) battery cable should contact terminal with the negative (-) cable installed, the resulting sparks may cause a battery explosion which could result in serious injury or loss of life.

Caution:

- **Do not use battery with low electrolyte level as the battery internals will get damaged.**
- **Do not overfill the battery electrolyte level as it will spill out through the overflow pipe and cause corrosion to motorcycle parts.**
- **Use only distilled water meant for use in batteries to avoid damage to battery.**

WARNING

Battery terminals and internals contain lead and lead components, known to cause cancer and birth defects or other reproductive harm. Wash hands after handling the Electrolyte, which is a sulphuric acid solution. Electrolyte is highly corrosive and can cause severe chemical burns, Avoid contact with skin eyes and clothing. Always wear approved protective face shield, rubberized gloves, and protective clothing when working with batteries or electrolyte solution. KEEP BATTERIES AND ACID OUT OF REACH OF CHILDREN.

REASSEMBLY OF BATTERY ON MOTORCYCLE

- Position the battery in the battery carrier such that the terminals are facing inside.
- Connect the positive terminal (Red wire) first.
- Connect the negative terminal (Black wire) last.
- Smear the terminals with petroleum jelly. (Do not use grease).
- Locate the battery in the battery carrier and secure with the rubber straps
- Locate the battery cover in place and lock the cover.

CHANGING ELECTRICAL COMPONENTS

Head Lamp

The headlamp is sealed beam type. When replacement is required use only the specified sealed beam unit available from your dealer. Using a wrong sealed beam may harm the electrical system in the motorcycle.

Removing the Headlamp sealed beam

- Loosen the rim holding screws - 1 on top and 2 at the sides and take out the head lamp assembly.

- Disconnect the electrical connections, remove the rubber grommet and the sealed beam.

Reassembling the Headlamp sealed beam

- Refix the new sealed beam in the headlamp rim.
- Fit the rubber grommet and connect the electrical connections
- Position head lamp on the head lamp casing and tighten the mounting screws.

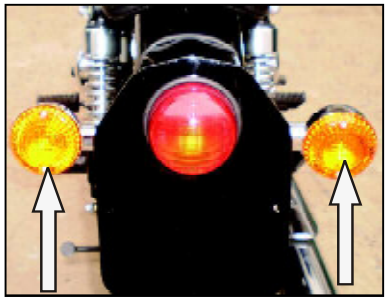
Tail Lamp Bulb

- Remove the two nuts holding the rear plate.
- Remove the three screws holding the tail lamp to the bracket.
- Twist the bulb holder anticlockwise and remove.
- Remove the old bulb and replace with a new bulb.

- Refit the bulb holder and turn clockwise to lock the bulb holder.
- Refit the tail lamp on the bracket and rear plate.

Trafficator bulb

- Remove the screws & the cover.
- Depress bulb, Turn anticlockwise and take out the bulb.
- Position the new bulb inside the holder, ensuring that the pins in the bulb, match with the slots in the holder.
- Press the bulb and turn clockwise to lock the bulb in the holder.
- Refit the trafficator cover and the screws.

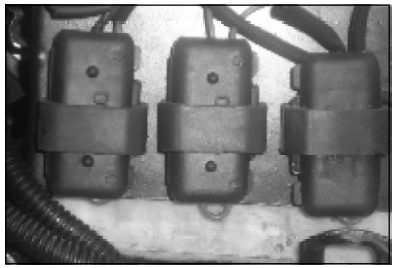


Caution

Do Not touch the bulb with your fingers. Finger prints will etch the glass and decrease the light intensity. Always hold the bulb with a tissue paper or clean dry cloth during handling.

FUSE

- Open the LH side panel.
- There are 3 fuse holders located on the battery carrier.
- Fuse boxes with 20 Amps fuses are for the charing circuit and main electrical system.
- Fuse box with 15 Amps fuse in for the EFI system.
- Replace the required fuse with the spare fuse available in the fuse carrier.



Please ensure to replace a spare fuse in the holder at the earliest opportunity.

WASHING PROCEDURE

PRECAUTIONS

- Wash motorcycle when the engine is cold.
- Cover the silencer tail end and control switches with suitable plastic bags and tie it firmly to prevent water entry into them.
- Remove ignition key and seal key hole using adhesive tape.
- Use a suitable engine degreaser, available with your local parts store, to remove dirt or grease from the engine external parts if required. Follow the directions in the label carefully before using the degreaser.
- Use low pressure jet of water to clean the entire motorcycle.
- Never spray water with great force on head lamp, speedometer, flasher lights, front and rear wheel hubs, electrical connections and wires, control cables, Throttle body, sparkplug, battery, etc.
- Use Luke warm water and mild detergent on the painted components to remove dirt, etc.
- Rinse motorcycle thoroughly with plain water to remove the detergent and wipe motorcycle dry.
- If possible, use compressed air and blow off water particles from the obscure areas of the motorcycle, electrical connections, etc.

AFTER WASHING

- Ensure, the motorcycle is thoroughly dry by wiping with a clean soft absorbent cloth or chamois leather.
- Remove all plastic bags and adhesive tapes.
- Lubricate control cables, pivot and rear chain with lube oil
- Polish the painted and plated surfaces using polishing wax.

- Start engine and allow to run at idling speed for a few minutes to warm up engine.
- Drive the motorcycle slowly, applying both brakes intermittently to dry up the brake shoes.
- Test brakes for full efficiency.

WARNING

Observe warnings and cautions given on labels of cleaning compounds.

When washing your motorcycle, be careful not to get the brakes, engine, mufflers or air cleaner etc., too wet. Wet brake shoe and / or brake drum can affect braking. Ensure brakes and the motorcycle is operating properly before riding in traffic.

STORAGE PRECAUTION

Incase your Motorcycle is not going to be used for a month or more, we advice the following precautions to the taken.

- Carryout required repair / adjustments on the motorcycle.
- Wash the motorcycle thoroughly and lubricate as per the maintenance chart.
- Start the engine, warm up for a few minutes and switch off.
- Drain out the fuel completely from the fuel tank and fuel lines.
- Remove spark plug. Pour in about 50ml of clean engine oil through spark plug hole. Close the hole and crank engine several times and refit sparkplug.
- Clean rear chain thoroughly and apply a thin film of lube oil.
- Remove battery from the motorcycle. Clean the terminals free of corrosion.
- Maintain electrolyte level between max or min mark, by adding distilled water and wipe the battery dry.
- Store the battery in a cool, dry and well ventilated place.
- Do not place the battery in direct sun light, near open flame or where temperature is above 40ºC or below 0ºC
- Cover the silencer with plastic bags to prevent moisture entry. Set the motorcycle on its center stand.
- Apply anti rust solutions on all plated parts. Take care not to apply this solution on rubber or painted parts.
- Store motorcycle in a clean covered area free - of moisture and keep it covered to prevent dust settling on it.

PREPARING THE MOTORCYCLE FOR REUSE

- Remove the anti rust solution from all plated parts and clean the motorcycle well.
- Inflate the tires to the correct tire pressure.
- Ensure battery is fully charged and proper electrolyte level is maintained.
- Connect the battery.
- Lubricate all control cables and pivots.
- Check proper level of oil in engine.
- Fill fuel tank with fresh petrol.
- Check fuel line for any cracks or cuts.
- Clean the air filter.
- Remove plastic covering from the silencer.
- Remove spark plug on cylinder head and pour in a few drops of engine oil. Crank engine a few times to lubricate cylinder walls and piston. Clean spark plug and refit
- Switch on ignition switch.
- Start motorcycle and warm up engine for a few minutes before riding the motorcycle.

NOTE :

Do not raise the engine rpm the moment it is started, but allow the engine to run at idling speed.

Caution

Proper long-term storage is important for the safe, trouble-free operation of your Royal Enfield motorcycle.

RIDING DRESS

- Please wear a proper riding apparel.
- A pair of riding boots or shoes.
- Soft leather gloves.
- Goggles or spectacles to safe guard eyes.
- A certified helmet. Affix light reflecting strips of stickers at the front and rear.

NOTE :

A light coloured shirt enables greater visibility to other road users especially during nights.

Caution

Loose clothing may get caught on moving parts of your motorcycle.

SITTING POSTURE:

Correct sitting posture is a pre-requisite for stable and safe riding

- Sit Straight with your shoulders completely relaxed.
- Keep your elbows close to your body.
- Keep your toes in straight ahead direction.
- Slightly grip the petrol tank with both knees.
- Hold the handle bar grips, close to its inner end.
- Look extensively ahead, including rear view mirrors, without turning the head.

BRAKING

- Apply front and rear brakes gently and simultaneously for maximum braking efficiency.

WARNING

Applying any one of the brakes suddenly may cause the motorcycle to skid. The hydraulic disc brake fitted on your motorcycle requires very less effort. High effort or sudden application may lock the wheel. Please use utmost caution while applying the brakes.

- While riding on wet or bad road conditions use brakes cautiously.
- Avoid excessive banking, otherwise footrest may touch the ground and cause instability.

Checks prior to the commencement of long journey

- Service the motorcycle through a Royal Enfield authorised service centre as per periodical maintenance chart.
- Ensure there is sufficient quantity of petrol in the fuel tank.
- Correct tire pressure.
- Correct oil levels in Engine, brake master cylinder.
- Good battery condition and electrolyte level.
- Proper chain tension and correctly adjusted rear brakes.
- Check for proper functioning of all lights & horn etc.,

Checks after every 930 miles (1500 kms) of run

- Tightness of all fasteners.
- Tire treads condition and wear of tires.
- Battery condition and electrolyte level.
- Correct level of oil in engine, brake fluid.
- Working of all lights and horn.
- Proper chain tension.

Items to be carried

- Tool kit
- First aid kit.
- Bulbs for headlight, trafficator light, rear tail lamp and fuse (20 Amps).
- Accelerator, clutch, and Bi starter cables.
- Rear chain link lock assembly.
- Spare tube, tire puncture repair kit - cold vulcanizing type.
- Foot operated air pump.
- Insulation tape.
- Spark plug, spark plug cap, fuel hose.

WIRING DIAGRAM

WIRING DIAGRAM

WARNING

The trouble shooting section of this Owner's Manual is intended solely as a guide to diagnosing problems. Carefully read the appropriate sections of this manual before performing any work. Repair and maintenance operations not listed in this Owner's Manual should be performed by your Royal Enfield Dealer only. Improper repair and/or maintenance could result in the motorcycle not functioning properly, serious injury or loss of life.

Causes	Remedies
I. Engine fails to start	
1) Stop switch in 'OFF' Position	Push stop switch to 'ON' position.
2) Side stand not retrieved	Retrieve side stand.
3) Vent hole clogged in fuel tank cap	Clean vent hole.
4) Spark plug cap / lead not connected	Fix cap / lead firmly
5) Spark plug electrode dirty / fouled	Clean spark plug
6) Spark plug insulation cracked	Replace spark plug
7) Clutch slipping *	Adjust clutch cable free play

* Contact Royal Enfield Dealer

Causes	Remedies
II. Engine misfiring	
1) Water in petrol tank ..... *	Clean petrol tank. Fill tank with fresh petrol.
2) Loose spark plug cap	Fix cap / lead firmly
3) Spark plug fouled	Clean spark plug.
III. Engine starts, but runs irregularly & stops	
1) Faulty fuel supply ..... * (fuel pump, filter blocked)	Remove fuel pump & clean.

* Contact Royal Enfield Dealer

Causes		Remedies
IV. Poor pickup		
1) Accelerator cable free play excessive		Adjust cable free play
2) Faulty fuel supply	*	Remove fuel pump & clean.
Fuel pump / filter blocked		
3) Choked air filter		Clean / Replace air filter
5) Brakes adjusted too tight	*	Re-adjust properly
6) Rear chain adjusted too tight	*	Re-adjust properly
7) Clutch Slipping	*	Adjust clutch cable free play
8) Under inflated tires	*	Inflate to correct pressure
V. White/blue smoke		
Oil level in tank above the Top line in the oil level window	*	Check and drain excess oil

* Contact Royal Enfield Dealer

Causes	Remedies
VI. Engine overheating	
1) Cylinder fins not clean	Clean the cylinder fins at regular intervals
2) Clutch slipping ..... *	Check and correct
VII. Excessive fuel consumption	
1) Fuel leakage ..... *	Check and rectify
2) Choked air filter	Clean / Replace
3) Under inflated tires	Inflate to correct pressure

* Contact Royal Enfield Dealer

Causes		Remedies
VIII. Brakes poor		
1) Not adjusted properly	*	Adjust properly
2) Oil / grease on lining or drum or disc	*	Clean and refit
3) Linings worn / Uneven wear	*	Replace linings
4) Drums scored / Uneven wear	*	Rectify or Replace drums
IX. Motorcycle wobbles		
1) Wheel rim runout	*	Rectify
2) Loose / Broken spokes	*	Tighten / Replace spokes
3) Tires not fitted correctly	*	Refit tires correctly
4) Wheels misaligned	*	Ensure proper alignment
5) Under inflated tires		Inflate to correct pressure

* Contact Royal Enfield Dealer

Causes		Remedies
X. Electricals		
Bulbs do not light		
1) Loose / improper connection	*	Check and correct
2) Bulb fused	*	Replace bulb
3) Fuse blown	*	Check and Replace fuse
Horn not working		
1) Loose connections	*	Check and correct
Trafficators not working		
1) Loose / improper connections		Check and correct
2) Bulb fused		Replace

* Contact Royal Enfield Dealer

Causes		Remedies
Brake light remains on		
(1) Switch link not adjusted properly	*	Adjust connecting links properly
(2) Switch sticky	*	Replace switch
XI. Electronic Fuel Injection		
MIL Blinking continuously		
(1) Sensor Loose Connection	*	Check & Correct

* Contact Royal Enfield Dealer

Royal Enfield warrants its Motorcycle to be free from manufacturing and materials defects, under normal use subject to following conditions.

1. Warranty shall be in force until the expiry of a period of 24months from the date of sale.
2. The above warranty is applicable only to the first registered owner of the Motorcycle and is not extended to subsequent owner's - if the motorcycle sold as second hand.
3. Warranty repairs, if any and periodical servicing requirements should be availed only at the Authorized Royal Enfield distributor's service facility OR at their authorized dealership.
4. During the warranty period, Royal Enfield's obligation is limited to repair or replacing free of charge, such part or parts of the vehicle, which in examination shall be deemed defective in opinion of Royal Enfield and / or their distributors / authorized dealers. Such defective part / s, which have been replaced, shall become the property of Royal Enfield.
5. Cost of consumables like fuel, Oils etc., Labour, shipping charges of replacement parts for any warranty replacement are chargeable to the customer.
6. Warranty is not applicable for the following parts:
   - Normal ageing of parts like rubber parts, tires & tubes, hand grips, glass, plastic, soft items like seat rexene, cushion etc.
   - Dullness of chrome plated parts, discolourisation of chromed exhaust pipe / silencer, buffed parts, painted surfaces etc
   - Normal wear & tear items such as control cables, brake pads/ shoes, clutch plates etc
   - Electrical items like bulbs, wiring harness, switches, battery, fuses, electric start motor etc.

7. Warranty will become void under the following conditions:
   - Damages due to lack of proper maintenance, periodic services not carried out as per Royal Enfield recommendation etc.
   - Damages caused by any unauthorized repairs carried out in any part of the motorcycle
   - Failures occurred due to use of wrong lubricants, fuel etc
   - Use of non genuine Royal Enfield parts
   - Damages caused due to unauthorized alterations to any part of the motorcycle.
   - Use of accessories not supplied by Royal Enfield
   - Motorcycles fitted with side cars
   - Motorcycles used in rallies, off road, dirt track, races etc
   - Motorcycles involved in accidents, collisions etc.
   - Damages that occur due to extreme operating conditions beyond the limitation or specifications as given by Royal Enfield, such as Maximum load carrying capacity, engine speed etc.
   - Damages that occur due to long/improper storage, transportation of motorcycle etc.
8. Royal Enfield reserves the right to finally decide on all warranty claims
9. Royal Enfield reserves the right to make changes in the motorcycle without any obligation to install these changes on previously sold motorcycles.
10. Royal Enfield authorized distributors and /or their dealers are independently owned and operated. They may hence deal with other aftermarket products for which Royal Enfield is not responsible for the performance, safety, quality, reliability and suitability of such products. Defects, if any in such parts OR that may arise in the motorcycle due to use of such parts is not liable to be covered by Royal Enfield and may render this warranty void.
11. There is no other express OR implied warranty in the motorcycle. Any implied warranty of merchantability or fitness is limited to the duration of this warranty.
12. To the fullest extent allowed by law, Royal Enfield and its authorized distributors and/or dealers shall not be liable for loss of use, inconvenience, loss of time, commercial losses or other incidental or consequential damages.

EMISSION CONTROL SYSTEM WARRANTY

The following warranty applies to the emission control system and is in addition to the LIMITED WARRANTY, NOISE CONTROL SYSTEM WARRANTY & CALIFORNIA AIR RESOURCES BOARD REGULATIONS. EVAPORATIVE EMISSION CONTROL SYSTEM WARRANTY. (Applicable only for motorcycles sold within the state of California.)

Royal Enfield Motors warrants the first owner and each subsequent owner, that this motorcycle is designed and built so as to conform, at the time of sale, with applicable regulations specified by the U.S. Federal Environmental Protection Agency and California Air Resources Board Regulations, that the Emission control system related parts fitted to this motorcycle are free from defects in materials and workmanship which may cause this motorcycle not to meet the U.S. Federal Environmental Protection Agency standards for a period of 5 years OR 18,641 Miles (30,000 Kms.), whichever occurs first, from the date of first use of the motorcycle.

The Warranty period shall begin, on the date the motorcycle is delivered to the first retail purchaser OR from the first date the motorcycle is used as a demonstrator OR as a display and/or trial motorcycle.

THE FOLLOWING ITEMS ARE NOT COVERED BY THE EMISSION CONTROL SYSTEM WARRANTY:

1. Failures which may arise as a result of misuse, alterations, accidents OR non performance of routine maintenance, as specified in the Owner's Manual.
2. Replacement of parts such as Spark plugs, Air filter, fuel filter, Oil filter, fuel injector, lubricating oils etc that are required to be replaced during routine maintenance at specified intervals as mentioned in this Owner's Manual.
3. Loss of time, inconvenience, loss of motorcycle use or any other consequential loss or damages.

4. Any motorcycle in which the Odometer has been tampered with, OR the speedo cable has been disconnected for any reason Or is broken and not replaced immediately, due to which the exact distance covered cannot be determined.

RECOMMENDATIONS FOR REQUIRED MAINTENANCE

IT IS RECOMMENDED THAT THE ROUTINE MAINTENANCE OF THE MOTORCYCLE BE CARRIED OUT AT SPECIFIED INTERVALS AND ANY MAINTENANCE TO THE EMISSION CONTROL SYSTEMS SHOULD BE PERFORMED ONLY BY AN AUTHORISED ROYAL ENFIELD SERVICE DEALER AND USING ONLY GENUINE ROYAL ENFIELD SPARE PARTS.

REPAIRS TO THE EMISSION CONTROL SYSTEM MAY BE PERFORMED BY ANY OTHER QUALIFIED SERVICE OUTLET OR INDIVIDUAL AND USE OF PARTS OTHER THAN GENUINE ROYAL ENFIELD SUPPLIED PARTS IS PERMISSIBLE, ONLY IF SUCH AGENCY OR INDIVIDUALS AND THE NON GENUINE PARTS USED, ARE CERTIFIED TO COMPLY WITH THE U.S. ENVIRONMENTAL PROTECTION AGENCY STANDARDS.

NOISE CONTROL SYSTEM WARRANTY

The following warranty applies to the noise control system and is in addition to the LIMITED WARRANTY, EMISSION CONTROL SYSTEM WARRANTY & CALIFORNIA AIR RESOURCES BOARD REGULATIONS. EVAPORATIVE EMISSION CONTROL SYSTEM WARRANTY. (Applicable only for motorcycles sold within the state of California.)

Royal Enfield Motors warrants the first owner and each subsequent owner, that this motorcycle is designed and built so as to conform, at the time of sale, with applicable regulations specified by the U.S. Federal Environmental Protection Agency and California Air Resources Board Regulations, that the Noise control system emission related parts fitted to this motorcycle are free from defects in materials and workmanship which may cause this motorcycle not to meet the U.S. Federal Environmental Protection Agency standards for a period of 5 years OR 18,641 Miles (30,000 Kms.), whichever occurs first, from the date of first use of the motorcycle.

The Warranty period shall begin, on the date the motorcycle is delivered to the first retail purchaser OR from the first date the motorcycle is used as a demonstrator OR as a display and/or trial motorcycle.

THE FOLLOWING ITEMS ARE NOT COVERED BY THE NOISE CONTROL SYSTEM WARRANTY:

1. Failures which may arise as a result of misuse, alterations, accidents OR non performance of routine maintenance, as specified in the Owner's Manual.
2. Replacing OR removing OR modifying any portion of the NOISE CONTROL SYSTEM (consisting of Exhaust, Air intake/cleaner assembly) with parts not certified to be genuine and noise legal in the USA for street use.
3. Loss of time, inconvenience, loss of motorcycle use or any other consequential loss or damages.

4. Any motorcycle in which the Odometer has been tampered with, OR the Speedo cable has been disconnected for any reason or is broken and not replaced immediately, due to which the exact distance covered cannot be determined.

RECOMMENDATIONS FOR REQUIRED MAINTENANCE

IT IS RECOMMENDED THAT THE ROUTINE MAINTENANCE OF THE MOTORCYCLE BE CARRIED OUT AT SPECIFIED INTERVALS AND ANY MAINTENANCE TO THE NOISE CONTROL SYSTEMS SHOULD BE PERFORMED ONLY BY AN AUTHORISED ROYAL ENFIELD SERVICE DEALER AND USING ONLY GENUINE ROYAL ENFIELD SPARE PARTS.

REPAIRS TO THE NOISE CONTROL SYSTEM MAY BE PERFORMED BY ANY OTHER QUALIFIED SERVICE OUTLET OR INDIVIDUAL AND USE OF PARTS OTHER THAN GENUINE ROYAL ENFIELD SUPPLIED PARTS IS PERMISSIBLE, ONLY IF SUCH AGENCY OR INDIVIDUALS AND THE NON GENUINE PARTS USED, ARE CERTIFIED TO COMPLY WITH THE U.S. ENVIRONMENTAL PROTECTION AGENCY STANDARDS.

(Applicable only for the state of California)

The following warranty applies to the evaporative emission control system and is in addition to the LIMITED WARRANTY, EMISSION CONTROL SYSTEM WARRANTY & NOISE CONTROL SYSTEM WARRANTY.

Royal Enfield Motors warrants the first owner and each subsequent owner, that this motorcycle is designed and built so as to conform, at the time of sale, with applicable regulations specified by the California Air Resources Board AND that the evaporative emission control system related parts fitted to this motorcycle are free from defects in materials and workmanship which may cause this motorcycle not to meet applicable regulations of the California Air Resources Board standards, for a period of 5 years OR 18,641 Miles (30,000 Kms.), **whichever occurs first, from the date of first use of the motorcycle.**

The Warranty period shall begin either on the date the motorcycle is delivered to the first retail purchaser OR from the first date the motorcycle is used as a demonstrator OR as a display and/or trial motorcycle.

THE FOLLOWING ITEMS ARE NOT COVERED BY THE EVAPORATIVE EMISSION CONTROL SYSTEM WARRANTY:

1. Failures which may arise as a result of misuse, alterations, accidents OR non performance of routine maintenance, as specified in the Owner's Manual.
2. Replacing OR removing OR modifying any portion of the EVAPORATIVE EMISSION CONTROL SYSTEM (consisting of Fuel tank, fuel tank cap, Canister, purge valve, throttle body, vapor hoses, fuel hoses and hose connectors) with parts not certified to be genuine and approved by California Air Resources Board.

3. Loss of time, inconvenience, loss of motorcycle use or any other consequential loss or damages.

4. Any motorcycle in which the Odometer has been tampered with, OR the Speedo cable has been disconnected for any reason OR is broken and not replaced immediately, due to which the exact distance covered cannot be determined.

5. Normal ageing of parts such as fuel hoses, vapor hoses, gaskets & rubber components.

RECOMMENDATIONS FOR REQUIRED MAINTENANCE

IT IS RECOMMENDED THAT THE ROUTINE MAINTENANCE OF THE MOTORCYCLE BE CARRIED OUT AT SPECIFIED INTERVALS AND ANY MAINTENANCE TO THE EVAPORATIVE EMISSION CONTROL SYSTEMS SHOULD BE PERFORMED ONLY BY AN AUTHORISED ROYAL ENFIELD SERVICE DEALER AND USING ONLY GENUINE ROYAL ENFIELD SPARE PARTS.

REPAIRS TO THE EVAPORATIVE EMISSION CONTROL SYSTEM MAY BE PERFORMED BY ANY OTHER QUALIFIED SERVICE OUTLET OR INDIVIDUAL AND USE OF PARTS OTHER THAN GENUINE ROYAL ENFIELD SUPPLIED PARTS IS PERMISSIBLE, ONLY IF SUCH AGENCY OR INDIVIDUALS AND THE NON GENUINE PARTS USED, ARE CERTIFIED TO COMPLY WITH THE CALIFORNIA AIR RESOURCES BOARD.

SERVICE MAINTENANCE RECORD

..... Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

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